Depot Town Rag

Volume 17, Number 5 *"All the news in one block in one month."*

A Publication of the DEPOT TOWN ASSOCIATION, INC. The Old Caboose, 400 Market Place, Ypsilanti, MI 48198

100% FREE
Rag Content
June 1994

- grade crossing test
- A realtors' guide
- City profiles
- *All that jazz!*

and other strictly local stuff. . . .

Frog Island Festival 1994

Friday, June 24
NEW ORLEANS NIGHT
5:30 pm
THE LOUISIANA ACES
7 pm
CHARLIE GABRIEL'S
NEW ORLEANS JAZZ BAND
8:30 pm
C.J.CHENIER AND HIS
RED HOT LOUISIANA BAND
10:30 pm
TERRANCE SIMIEN AND
THE MALLET PLAYBOYS

Saturday, June 25
GOURMET JAZZ PICNIC
& SOULFUL BLUES PARTY
Noon
WENDELL HARRISON AND
HAROLD McKINNEY
1:30 pm
ALBERTO NACIF & CUBOP
3 pm
NEW WORLD ORDER
4:30 pm
ARTHUR TAYLOR
AND HIS WAILERS
6:30 pm
THE EDDIE BURNS BLUES BAND
8 pm
CLARENCE 'GATEMOUTH' BROWN
10 pm
THE MARCIA BALL BAND

Sunday, June 26
FEEL THE SPIRIT!
1 pm
LEQUINT WEAVER AND
HALLELUJAH CONNECTION
2:30 pm
GRATITUDE STEEL BAND
4 pm
SUN SOUNDS ORCHESTRA
8 pm
BELA FLECK
& THE FLECKTONES

DTA, *The Rag*, and The Ark thank all who sponsored the June 24, 25, 26 Frog Island Festival program book – and encourage Depot Towners to hype the green/frog/jazz theme for their June promotions on the block!

More bad news than you can handle in one month - but 134 years help us to cope:

- **Drowned**
- **A Chapter of Accidents and Incidents**
- **A Sad Accident**
- **Serious Accident**
- **Narrow Escape**
- **A Horrible Case**

Depot Town Death Trip

True stories of death and destruction at the depot

A different view of 'living on the edge'

James Thomas Mann's series, *Depot Town Death Trip*, begins this month and seems a perfect follow-up to the three-month-long Operation Lifesaver series on rail/highway grade crossing safety. Railroad safety, when viewed in a vacuum, can seem to be rules for 'other people,' but James' research at the UM Bentley Historical Collection and in EMU libraries proves such disasters happen to ordinary folks - who mostly lived right here in the railroad district.

Many seem to enjoy living their lives 'on the edge,' whether it be on a pleasant tropical shore prone to seasonal hurricanes, on the edge of a cliff where beautiful views are balanced by the possibility of falling over into that view, or along a scenic river's flood plain.

The concept of 'living on the edge' seems even scarier in a railroad town. Everybody knows where the 'edge' is — but it's only activated periodically. Every so often, this tranquil little shopping district is interrupted by tons of hurtling iron raging through the center of it all — and therein lies the focus of James' research. Sometimes we step too close to the passing train - and the train almost always wins.

This series is not pleasant reading. It's gruesome and heart-rending. Some will, no doubt, laugh at the tragedies since they are written in the flowery language of the 19th Century and they happened to somebody else; but the reality of it is this: these terrible accidents happened to people just like us right here in Ypsilanti's Depot Town - or just up or down the tracks a block or so.

Mann's research begins in 1860 and will go on for as long as our readers can stand it.

James Mann began his study looking for facts on the Starkweather Memorial Fountain which stood on the corner of Huron and Michigan in front of what is today's City Hall. Although many suppose this multi-level drinking fountain (people, horses, dogs!) is buried somewhere around town, some conjecture that it was sold for scrap and lies buried in the battlefields of Europe as spent ammunition. James' favorite theory is that it was stored by the City in the basement of Depot Town's Thompson Block - which was used for City storage at the time of its disappearance.

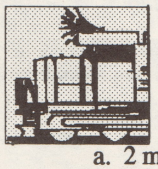
In his search, James came across a steady reportage of tragedy along the tracks which kept his attention and developed into this series. "I have work to do on several other historical disasters in the local press - especially the train wrecks," he said at recent Saturday morning meetings in the Farmers' Market coffeeshop. Perhaps, with such a grisly focus, we can be more alert to the dangers of those tracks and avoid future bad news items like these.

At the height of the Industrial Revolution the birth of a new age of transportation was fraught with many dangers: collisions, exploding steam engines, sinking ships and natural disasters were constantly in the news. Some things have changed in our news accounts: we don't mention race or 'foreigners' as often, and there seems to be less parental scolding. There are no steam engine explosions now, and electronic signals make crossing somewhat safer. Horses shy from the train whistle only on parade days. But we have added many new dangers of a high technological order - while many of the old hazards remain. Readers are encouraged to view the malevolent tracks alongside our daily route with the same fear and respect that should have been accorded them a century ago.

Depot Town joins Operation Lifesaver to stress railroad grade crossing safety

Can you make the grade? Take this quiz and find out . . .

OPERATION LIFESAVER



A freight train with 150 cars traveling 30 miles per hour requires a distance of ____ to stop?

a. 2 miles b. 1 mile
c. 2/3 mile d. 100 miles

Traveling at 30 miles per hour, this train would proceed for 2/3 mile before it came to a stop. Remember, locomotives and freight carsare a whole lot heavier than the family car, and it takes a great deal more distance for them to stop. For instance, at 50 miles per hour, it takes this train over a mile and a half to come to a complete stop. You can stop a lot quicker.

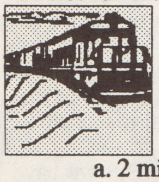
True or False?
It's okay for you to cross just as soon as the last car of a train passes the tracks.

You may flunk fast if you start fast when the last car clears.

You might drive right into the path of a train moving on another track — or slam into its side. You get a passing grade if you delay starting up until you're sure there's no hidden train bearing down on the crossing. If there are flashing light signals at the crossing, never move until the lights stop operating.

True or False?
At night, be sure you can stop in time.

Some drivers go so fast at night that they can't stop in the distance illuminated by their headlights. That's called overdriving your headlights — and one of the hazards that can be waiting in the darkness is a freight train in the road. To get a passing grade, slow down when you see that round railroad warning sign and be ready to stop. Here's one for your file of surprising facts: In about one-third of all night rail/highway grade crossing crashes, motor vehicles run into trains!



A passenger train with eight cars traveling at 80 miles per hour requires a distance of to stop?

a. 2 miles b. 1 mile
c. 2/3 mile d. 100 miles

It takes a car traveling at 55 miles per hour 270 feet to stop. It is just plain common sense that a train which is 60 times heavier and gong 25 miles per hour faster, will require a much longer distance to stop. One mile to be more exact.

You are driving across the tracks. The flasher lights start flashing; the gates are coming down. You should . . .

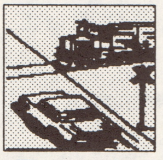
a. keep going b. stop
c. back up d. abandon car

You pass if you knew to keep right on going when you're on a crossing and the signals are activated. It only takes a couple of seconds to continue across the tracks and the warning devices are activated several seconds before a train reaches the crossing.

Railroad crossing warning signs are:

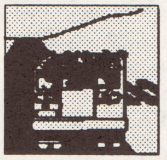
a. Advance warning signs
b. Crossbucks
c. Flashing lights
d. Gates

These are the signs of life at rail/highway grade crossings. There will be crossbucks or a combination of the above signs at rail/highway grade crossings. Be sure to look for, and obey the signs of life.



True or False?
Never race a train to the rail/highway grade crossing.

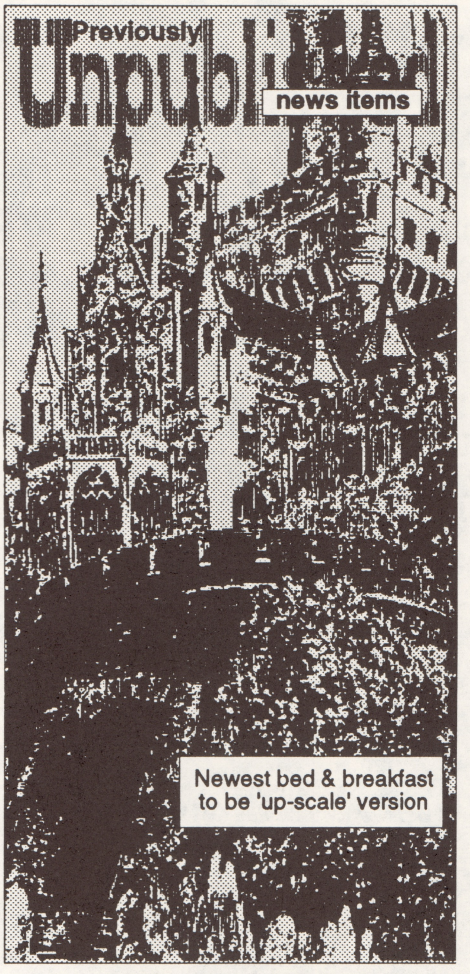
The race for the rail/highway grade crossing was a highlight of many an old movie comedy. In real life there's nothing funny about such a scene — it's deadly serious. Don't gamble with your own life, or the lives of your family or friends. YOU MAY BE DEAD WRONG.



Some vehicles must stop at all rail/highway grade crossings. These include:

a. Vehicles carrying paying passengers
b. School buses
c. Hazardous materials carriers
d. Recreational vehicles
e. All of the above

School buses, hazardous materials carriers and vehicles carrying paying passengers must stop at all crossings, So, be prepared to stop if you are following one of the above. Recreational vehicles are not required to stop at crossings, but you should be extra careful.



Wabash Cannon Ball rolls again:

Detroit (Allen Park) / Milan / Adrian / Fort Wayne, Saturday & Sunday, July 9 & 10.

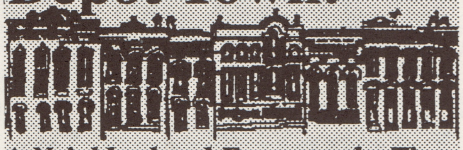
Norfolk & Western Streamlined J-Class Number 611 returns to Michigan for only the second time in six years. Adult, Child and Silver Class reservations available: $79-$165. Call Bluewater Michigan Chapter, National Railway Historical Society - (810) 399-7963.

Ypsilanti's FARMERS' MARKET

6/4 Perennial Exchange Day
Trade your plants 10-noon
6/11 Strawberries 'n' Crafts
Last craft show 'til fall
6/18 Youth Sales Day
Early produce harvests
6/25 Frog Island Jazz Festival
Shop in a.m.

Wednesday and Saturday
Open all year in the railroad freighthouse
For information: 483-1480

Dateline: Depot Town:



A Neighborhood Forgotten by Time (and Life and Newsweek)

Such big news for so small a district

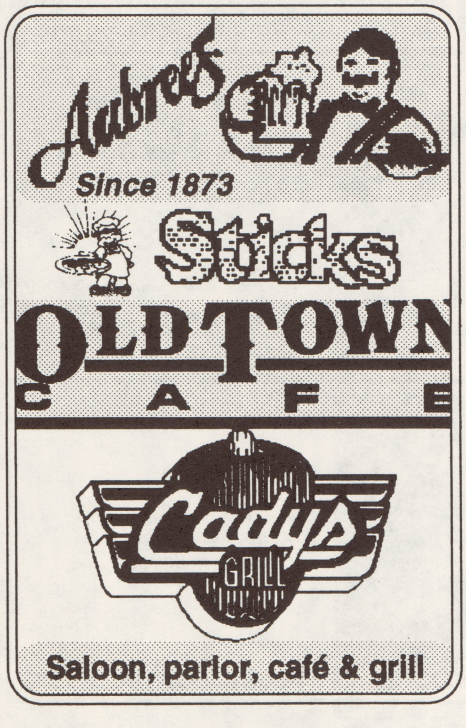
- Sandee and Bill French win Chamber of Commerce Small Business of the Year Award.
- City goes after landlord to clean up the Thompson Block.
- Nearly $3250 donated to the market canopy fund begun last month.
- Sixth plan to convert MCRR depot into a restaurant surfaces.
- EMU's Center opens to sold-out crowds.
- Linda French appointed to DDA.
- Anne Cullin takes over Freighthouse Coffeeshop with partners, Robert Reed and Helena Solano.
- Auto and beer commercials were filmed inside and in front of Aubree's Saloon.
- Peter Rabbit and family take up residence in Mr. McGregor's garden near the railroad crossing.
- Shop and building owners prepare for their spring planting up and down Cross and River streets with emphasis on *variety*.

Hot and Spicy!

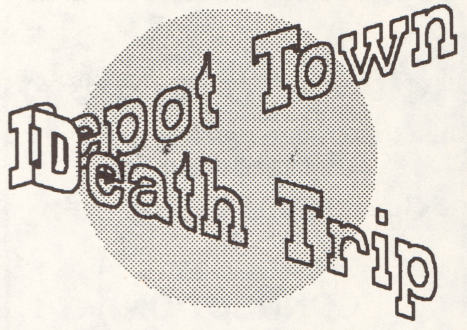
A 'hot & spicy' vegetarian Cooking Encounter will take place with staff member Katie Purrferst, 11 - 3 pm, Saturday, June11 at the Food Co-op.

Co-op Orientation will be held at 2 p.m. Tuesday, June 14.

The Ypsilanti Food Co-op is located at 312 N. River. Call 483-1520 for more information.



First in JamesMann's series: True stories of death and destruction at the depot



3 March 1866 - A Sad Accident

The engine "Flying Cloud" was blown to pieces and three men, one of them a citizen of this city was killed. It seems that these men had charge of the stock train which was loading at Denton's Mill with lumber. While the hands were loading the racks, they went on to Ypsilanti with the engine for water. Returning a 1/4 mile this side of Denton's the explosion occurred. Mr. S.Y. Denton our informant saw the whole transaction. He saw the engine backing up, when all at once he beheld the train literally filled with steam and flying to pieces and immediately heard the report. He ran to the spot and the mangled remains of the victims met his gaze. One piece weighing all of eight tons was thrown 600 yds. distant. His theory of the explosion is that the boiler was empty and the fires being kept up, it became red hot and the sudden introduction of water caused the catastrophe. This theory accords with that of A.S. Sweet Locomotive Superintendent of the road. Marshal Doty resided in this city and leaves a wife to mourn his untimely end. He was buried on Wednesday with Masonic rites

1 August 1868 - Drowned

An Irishman by the name of Eugene Sullivan, was drowned last Tuesday evening. He was intoxicated and while walking across the R.R. Bridge, fell off. His wife was with him carrying her babe - preceding him. She could not assist him. As he was frequently accustomed to bathe in this locality, she supposed that he had plunged in purposely and would return to the saloon. However, for fear that he might have fallen in, she returned after depositing her charge at home, but not finding him, she was strengthened in the belief that he had visited a saloon. Not appearing in the morning the alarm was given, and his body discovered. Justice Morton gave verdict, "accidentally drowned." We might add, Cause — Too much drink.

His age was about 27.

21 November 1868 - A Chapter of Accidents and Incidents

Thursday night a colored man on the midnight train, attempting to jump off fell under the cars and had his leg broken and ankle joint badly crushed. We could not get his name - about 25 years old.

10 July 1869 - Narrow Escape

The Pacific Express bound west, and due here at 11:30 p.m., ran over a man below Dentonville last Monday night. He was discovered by the engineer after the engine had thrown him from the track. The train was stopped and backed up to where he lay. He was put into the baggage car insensible in charge of Mr. Geo. Wandless, of this city. Upon arrival of the train at the depot of this place, our informant who was abroad at the time the accident occurred together with several others proceeded to the baggage car, fully expecting to find the man dead. Imagine their surprise to see the fellow trying to get out of the car. Mr. Wandless assisted him from the train, and he walked into the passenger-house in search of water to wash himself, "minus his hat," and plus a pretty severe thump upon the left side of his head. Moral - The Maine liquor law. We learn that a scamp stole the victim's watch and pawned it at Barton's Hotel. The watch is secured and their [sic]arrested.

26 February 1869 - Serious Accident

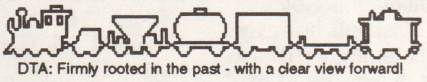
Thursday morning Dr. L.L. Parmer, living north of the city, accompanied by his neighbor Amos Wilber, was coming into town with his team. As they neared the depot just east of the track they enquired of us if it was a passenger train at the depot, we replied it was a freight, and the Dr. drove on. Just as he got on to the track the engine whistled frightening the horses so that they were at once un-manageable. Turning like lightning, the wagon was capsized and the Doctor and Mr. Wilber thrown out. Mr. Wilber escaped with a few scratches. the Doctor was seriously injured internally. He was taken up and carried into Mr. Leach's barroom, where he continued a couple of hours suffering internally. He was perfectly sensible and prescribed in part for himself. He was carried to Mr. Rousson's boarding-house and at this writing occupies a room there in a precarious condition, attended to be his wife who was immediately sent for. The team went down River Street, freed themselves from the wagon and then back to Cross Street, and swept over the bridge. There recovered not seriously damaged. We call the special attention of the City Fathers to the importance of railing on this bridge. The lives of our children are daily exposed. It seems to us that some arrangement ought to be made by which the engineers shall refrain from whistling at the depot, especially when teams are crossing.

Killed by the train at or near the crossing in Depot Town:

Marshal Doty, March 1866
Eugene Sullivan, August 1868
Unidentified man , October 1869
John Landmann, November 1869
Michael Nolan, April 1870
John Starkweather, January 1871
George Hulme, January 1872
Will Allen, January 1872
Willie Mallion, November 1874
Dr. E.H.Drake, November 1874
Joseph Paucck, September 1880
Joseph Johnson, January 1881
William Allerdyce, January 1881
John Stenson, September 1882
Charles Lappeus, June 1890
Mrs. Granville Lynn, August 1883
Daniel Collins, September 1891
Patrick McDonald, February 1891
Joe. Scarran, September 1892
Allie Bissel, June 1893
Thomas Irwin, August 1894
Unidentified man, September 1894
Lewis J. Harlow, September 1896

[It gets worse next month . . . .]

Depot Town Association, Inc., 21 April 1994


DTA: Firmly rooted in the past - with a clear view forward!

16 members present in the old caboose. President Monaghan presided.

Minutes of the April meeting were approved as published.

Treasury holds $8019, including recent income for the Frog Island program book.

Committees:

- **Rag** series on early accidents begins in June, thanks to James Thomas Mann's research. Richard Reid will help to analyze costs for production.
- **Caboose** repairs continue to be made by Engine Clubbers. DDA paid $68 for rear oak bumper fabrication.
- **Farmers' Market Advisory** finds recent expansions are within the Market's master plan. Saturday visitors to Frog Island are encouraged to park at the north end during market hours. Moveable coolers questioned due to fragility of freon lines.
- **Events**

- Frog Island program book has taken in $1130 with more expected. Pam Hamblin has applications for volunteers for June 24, 25, 26.

- Heritage Festival will see a DTA/WEMU Blues Party on stage near the Freighthouse with four bands from 6 to midnight on Friday and Saturday. Festival will support $4000 of the estimated $9000 cost, says C. McKeever. Liquor Liability will not be included with other concessions. She will present an action plan in June. David French will investigate possible sponsor/underwriters. Linda Bowen is organizing street events including an artists' market, stage, Made In Michigan products, sand art, face painting, jugglers, theater groups, Victorian costumes and more.

Unfinished Business:

No official report from the **cable TV ad** committee formed last month, but much interest up and down the block.

New Business:

Tommy Steel will lead a committee to **study and update DTA bylaws**. Gary McKeever, David French and Richard Reid will assist.

DTA will contact City offices regarding the **need for more parking** since work is progressing at the depot and suggest developing the strip from the depot to Michigan Ladder, as well as the possible moving of the recycling center from the Frog Island parking lot to other City property. Copies will go to Ward 5 Councilmembers.

Welcome Melanie Rice and Kelly Davis to the block with their new business, **Leather Rags & Bags.**

Best Yet Award to David Davis for repairing and replacing the broken windows in the Crossing Guard Tower.

Golden Goose Award for the continuing bad view at the recycling center - despite noble efforts to clean it up.

Meeting adjourned at 8:30 p.m.

Next meeting :

7:30 p.m., Thursday, 16 June at the caboose.

LEAP TO THE BEAT AT THE

FROG ISLAND MUSIC FESTIVAL

JUNE 24, 25 & 26

Eastern Michigan University's Continuing Education
DEPOT TOWN CENTER &
First of America Bank
present

Get the *Jump* on Frog Island

Two special programs offered in conjunction with
Frog Island Music Festival 1994

•

The Making of Frog Island:
The Festival Past and Present
1-3 p.m. Sunday, June 19, 1994

•

Frog Island Performer *Close-ups*
4 & 6:30 p.m.
Saturday & Sunday, June 25 & 26, 1994
$6 tickets at the door • 32 East Cross St.
Just outside the Festival gates

Guarantee

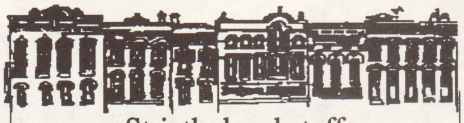
Boosting this block since 1976

Depot Town Association annual dues:
❑ $25 Regular voting member (business/owner)
❑ $10 Associate Member (observer)
❑ $100 Life Member (supporter)
✂ Clip and send check to
"Depot Town Association"
c/o The Old Caboose,
400 Market Place, Ypsilanti, MI 48198

DTA

DEPOT TOWN

UP YOUR YPSI



Strictly local stuff:

June 1994

Depot Towners are invited to participate in any or all of the following activities for the good of this old commercial district:

- **D'town Development Authority**
  8 a.m. Wednesdays
  at The Daily Grind
- **Depot Town Association**
  Monthly Meeting
  7:30 p.m., Thursday, 6/16
  The Old Caboose
- **Depot Town Antique Engine Club**
  7:30 pm Thursday , 6/23
  at the Freighthouse Coffeeshop

THE DEPOT TOWN RAG

A publication of the Depot Town Association, Inc. a nonprofit, tax-exempt corporation dedicated to preserving the unique character of the neighborhood and to the enhancement of its business climate. -Tom Dodd, editor

The Depot Town Association, Inc.
Judi D. Monaghan, president
c/o The Old Caboose
400 Market Place
Ypsilanti, Michigan 48198

You can rent
The Old Caboose
. . . for your party, dinner, or meeting . . .
($25 + deposit) Call 483-4256

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(313) 483-0339
Located in Historic Depot Town

DAILY GRIND

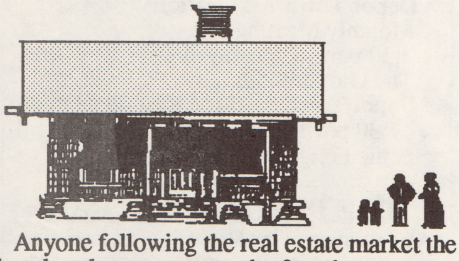
COFFEE HOUSE
- Cappuccino
- Espresso
- Flavored Coffee
- Pastries
- Muffins
- Cocoa-cino
- Scones
- Cheesecake
- Bottled Water

21 East Cross Street **482-0440**
Winter hours: Sun 9-7, M-T 7-7, F 7-9, Sat 8:30-9

A realtor's guide (from a Depot Town point of view)

Last month's call for pet-peeves of local mispronunciations included the usual lore of our strange versions of 'Milan' and 'Saline,' and one wag wondered why we put so many advertising lines in quotes. "It looks like it means we don't mean it," says the critic.

Ypsiphiles still say we "work to Ford's" and shop at "Kay Martz," but most of the semantic observations last month had to do with bending the language in the real estate ads.



Anyone following the real estate market the last decade can attest to the fact that property appears to sell better if it's in Depot Town — or at least the realtors seem to think so, since they place that designation on any item within a few miles of this old district to take full advantage of our recent good name.

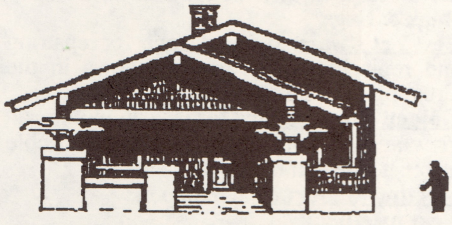
That reality sets us up as 'experts' in the business of at least *writing* real estate ads and, in honor of national Preservation Month, we hope to clean up some recent inconsistencies in the business.

First of all, it's 'real-tor, not 're-'la-tor. This common error of mispronunciation is probably affected by the atom bomb or nu-'clear energy. Just listen for the plethora of pronunciations as 'new-que-ler energy.

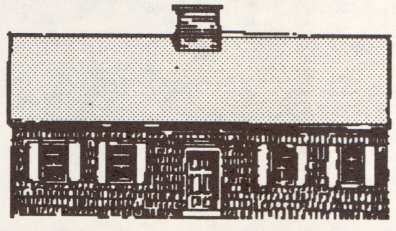
Every two-story domicile is not a COLONIAL. And, even if were, in this country we ought to be able to distinquish between the German Colonial, Spanish Colonial, Dutch Colonial, Southern or Plantation Colonial. There were no colonists in Ypsilanti, however, and to find real American colonies, we'd have to talk to the realtors back in New England.

Revivalist copies (phony-colonie) exist in the area, usually two-storied with shutters.

Every one-story house is not a ranch. Frank Lloyd Wright is turning in his grave over what has evolved from his Prairie Style, but the true western ranch house wrapped its back end around three sides of a porch.

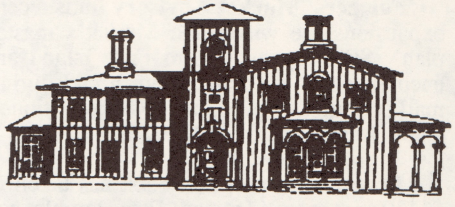


This is not Cape Cod. This is a **Bungalow** and so's the one at left and so's the one on page one. Glorious, aren't they? There are enough beautiful examples on Ypsi's East and West Sides to give them the gorgeous name from India they truly deserve.



Cape Cod (above) is a distinguished design in itself, but some of our ad writers don't know the difference in that distinct style and the Bungalow, a much maligned, but truly beautiful design found in our environs. There are plenty of Cape Cod copies just west of the campus on Collegewood. It's as close as we can get to Provincetown, Mass., in Ypsilanti.

"Old West Side" has been creeping into Ypsilanti's lexicon of lots and properties lately. There is no Old West Side in Ypsilanti. There's one in Ann Arbor, and maybe that's the image somebody's trying to create. In Ypsi, it's the South Side that was built after Woodruff's Grove. Those lots were charted in the French Claim and run at diagonals to the rest of the city since the Louies of France didn't yet know about our plans for Michigan Avenue. Then comes the North-Central district just above today's downtown. East Siders can claim to have been in the second addition to the city's original plat, but the West Side came far later. In Ypsi, it's the *New* West Side.



There aren't any **Italian Villas** in town exactly like this, but the Ypsilanti Historical Museum is a distant relation of the design.

Another page could be filled with the fine **Italianate** examples extant in Ypsi, since most of the district's commercial properties are derivations of the cubic house plan, but realtors need only know the difference in the **Italianate Cube** and the **Italian Villa** styles. They grew out of the Italian Renaissance and are still part of the renaissance in today's Ypsilanti.

[These drawings are from Lester Walker's *American Shelter - An Illustrated Encyclopedia of the American Home.* Anyone selling, buying or living in historic houses should have a copy. It's available in local book shops at $27.95]

Leathers, Bags & Rags is a fascinating and tiny new shop at 16 E. Cross, owned and operated by Melanie Rice and Kelly Davis. Anyone interested in seeing how truly entrepreneurial creativity can turn that itty-bitty space into a real shop will enjoy seeing their display of jackets, pruses, pouches, mini shirts, hats, wallets, saddle bags and traditional motorcycle clothing on display there.

Kelly has been an Ypsiphile for thirteen years and Melanie came here from Cleveland. Both have long wished to create a leather goods shop that would lead the fashion industry with unique and top quality designs. It's a first for the district, and they certainly are trying out the idea in the right place.

Stop in and inhale the goods. Their opening was May 21 and all of this month will be our chance to welcome this exciting new business to the neighborhood.

Leathers, Bags & Rags' hours are Monday through Saturday 10-8, Sunday 11-6. Telephone: 487-5754.

City profiles avoid apples-and-oranges comparisons - from the 1990 Census Data

	Pop.	Median income	Median housing	Unemp. rate	Millage rate *	Major city employers
Detroit	1,027.974	18,742	25,600	19.7	79.26	Detroit Edison, Chrysler Corp., Detroit Medical Center
Ann Arbor	109,592	33,344	116,400	3.8	63.32	UM Medical Center, Warner Lambert/Parke-Davis
Ypsilanti	**24,846**	**21,219**	**65,900**	**7.5**	**85.68**	Motor Wheel Corp, General Motors, Ford Motor Co.
Ferndale	25,084	28,964	42,143	6.3	74.00-78.05	CMI Technologies, Woodworth N.A. Co.
Plymouth Township	23,640	53,768	127,000	3.9	52.22	Ford Motor Co., Unisys, Signature Inn
Port Huron	33,694	21,522	41,400	10.8	64.90	Detroit Edison, Port Huron Hosp., Blue Water Hospice, Mercy Hosp.
Roseville	51,000	32,337	55,400	7.5	65.15-70.63	MI Assembly Corp, Namasco Corp., Citation Tool
Inkster	30,772	25,198	36,500	13.8	84.25	Carron & Co., U-Haul, Abtrex Industries
Auburn Hills	17,076	34,825	66,276	4.2	58.55-62.73	Cleaver, Ketko, Garlitz, Pape & Assoc., Road Comm. for Oakland Cnty.

** Information is based on $1,000 State Equalized Value.*

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A Depot Town SAMPLER

...and all that jazz down in Depot Town

We hear it every year at this time: Somebody walks up the block from the concerts in the park looking for an ice cream cone and discovers Depot Town. "Why, it's just like New Orleans!" they effuse. Or, "Isn't this quaint? It's like those places in the Chevy commercials."

A few years ago some of the locals thought so, too, and hosted some Get Down And Dirty Detroit Jazz Events upstairs at the Eagles' Club. Then they moved the music into the street when they got the new sidewalks.

When they finally had access to the old railroad freighthouse, they created the first Winter Jazz Series and the enthusiastic throngs compared that venue to Preservation Hall. (The Freighthouse was bigger, they said.)

Exciting new partnerships were formed with radio station WEMU and the Winter Series soon grew into the Frog Island Festival. After that came the Heritage Jazz Competiton as one of the highlights of August's annual Heritage Fest. Some folks came for the carnival hawkers, some for the authentic living history, still more for the jazz down in Depot Town.

Just as natural as at any event up or down the Mississippi, jazz along the Huron River seemed to fit these old buildings with equal grace and appropriateness.

Maybe it's the Italianate buildings, maybe it's the perfect ambiance between performers and audience. Whatever, it's been a delightful relationship for nearly two decades, now.

Whatever its form, it seems good for the artists, the neighborhood, and for the loyal clientele who always applaud at the right time.

This month Depot Town stretches its creative energy to unite this potpourri of music, architecture, and bump shops with a triad of **Green Stuff**, **Frogs**, and **Jazz**. Kids will decorate windows, chefs will create specials, shops will offer sales, and bartenders will create new and extoic drinks for the occasion.

Anyone 'discovering' the district this month needs to look into every one of the forty businesses to find the unique themes that hold old neighborhoods like this together for more than one hundred and sixty years. There's a kind of glue here not found in strip malls.

Good music helps.

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